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Summary of Transit Planning Study

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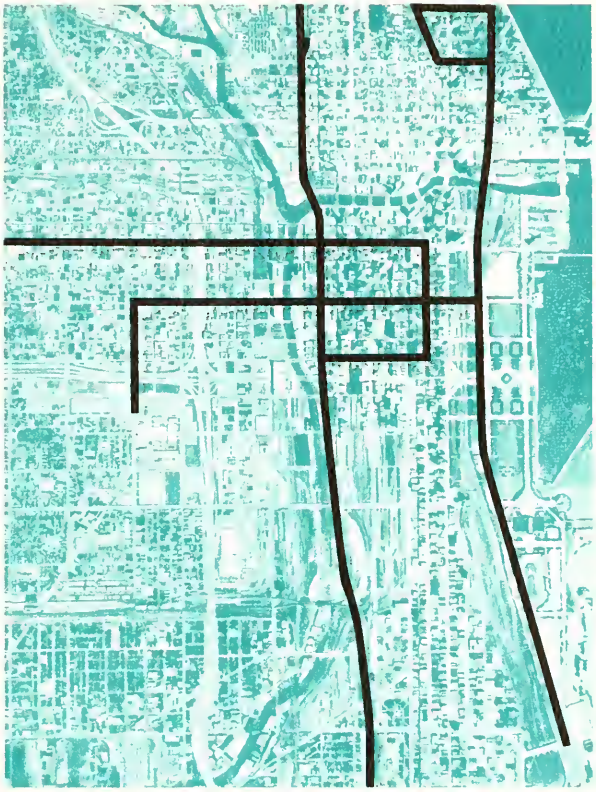

SUMMARY OF

TRANSIT PLANNING STUDY

CHICAGO CENTRAL AREA

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APRIL 1968

CITY OF CHICAGO

SUMMARY OF

TRANSIT PLANNING STUDY

CHICAGO CENTRAL AREA

CITY OF CHICAGO

DEPARTMENT OF DEVELOPMENT AND PLANNING
DEPARTMENT OF PUBLIC WORKS
CHICAGO TRANSIT AUTHORITY

Richard J. Daley, Mayor

Prepared as a part of Central Area Transit Plan, Preliminary, U.S. Department of Housing and Urban Development, HHFA-CFA Project No. P-ILL-3254 (City of Chicago), financed through an advance under P. L. 560, 83rd Cong., as amended by P. L. 345, 84th Cong.

APRIL 1968

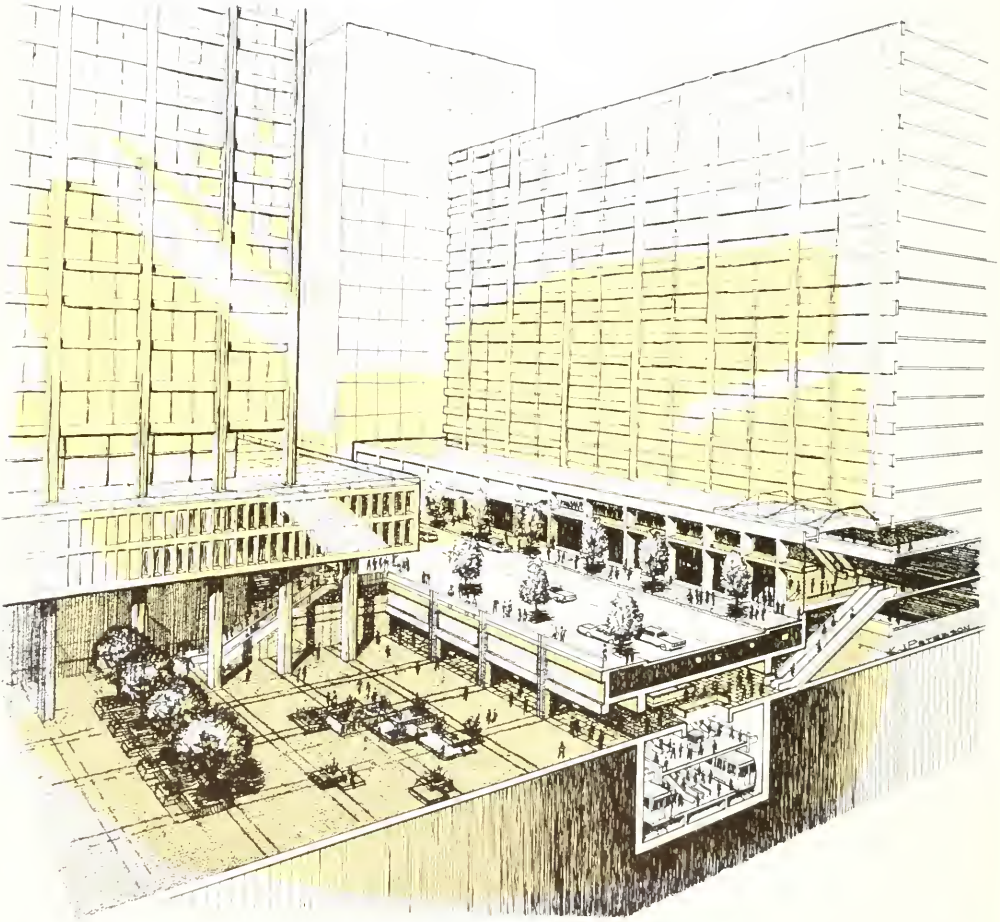
Monroe Street Distributor at Proposed Madison-Canal Development Project

INTRODUCTION

This document is a condensation of the full report *Transit Planning Study - Chicago Central Area* and contains a summary of the conclusions and recommendations along with a number of selected exhibits from the report.

The complete report consists of three volumes. Volume I contains discussions of the recommended plan, methods of financing, economic analyses, travel analyses, engineering and architectural design and cost estimates. Volume II is made up of engineering drawings and architectural concepts which will be the basis for contract documents when the project is implemented. Volume III contains background information concerning economic aspects of the proposal and a description of passenger use surveys along with other discussions and exhibits which are believed to be of importance in documenting the report.

As the three volumes are large and costly to reproduce they are not available for wide distribution. Copies are in the Municipal Reference Library on the tenth floor of the City Hall and can be used for reference during library hours. Arrangements to study the three volumes can be made for those persons not having ready access to the library by communicating with the Department of Development and Planning, Room 1006, City Hall, Chicago, Illinois.



Suggested Development - Van Buren Street

Chicago Civic Center --
Sculpture by Pablo Picasso

Design Copyright by Public Building Commission

SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

RECOMMENDED DOWNTOWN SUBWAYS

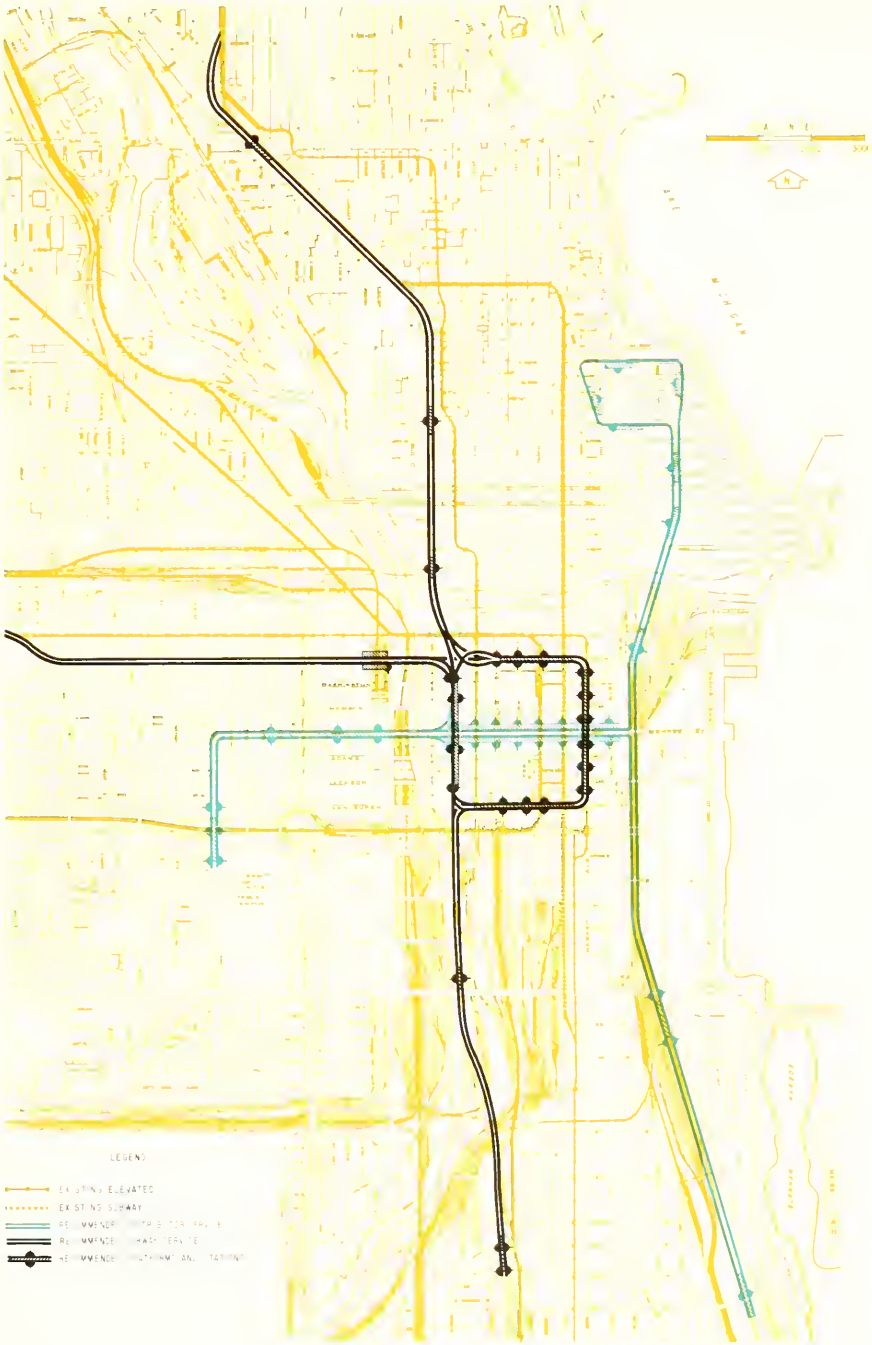
This report presents a plan for new subway and distributor subway systems designed for efficient and greatly expanded distribution of transit and railroad commuter passengers in the Central Area. All-weather passageways providing for comfortable travel of people within the area will be constructed as part of this project. Implementation of the plan will permit removal of the loop elevated structures. See Figure 1.

The system proposed as a result of the study consists of two major subway facilities: (1) an east-west, high-level "shuttle" or "distributor" subway extending from the University of Illinois Circle Campus via Monroe Street to two branches along the lakefront which will serve the near northeast area and lakefront activities including McCormick Place; and (2) a conventional subway following a loop pattern under Franklin, Van Buren, Wabash and Randolph Streets, crossing under the State and Dearborn subways. Improved subway connections to the north and west and a connection to the Dan Ryan transit route now under construction are included.

The new subway system will provide efficient distribution of persons whether they reach the Central Area by CTA and suburban buses, rapid transit or commuter railroads. Those who come by car and park in peripheral parking areas will be well served. Major new investment and continued high concentration of activity within the core area will be encouraged by removing the blighting influence of the loop elevated structure and by providing a network of convenient subways. The underground pedestrianways, that are part of the plan, will facilitate access to loop buildings and the transit system. Convenient connections to commuter railroad stations will be by passageways equipped with moving walks. Escalators will be provided as needed.

The Distributor will move a large number of persons over relatively short distances. Cars will be designed for fast passenger boarding and alighting, and equipped with automatic

FIGURE 1



RECOMMENDED SUBWAY AND DISTRIBUTOR SYSTEM

train control. Continuous platforms between Franklin Street and Michigan Avenue are provided.

The conventional subway is designed to permit great flexibility in routing rapid transit service. Trains could operate around the loop or through the loop in several different routings as traffic requirements dictate. North-south through service under Franklin Street will be possible. Lake-Ryan, Ravenswood and Evanston CTA lines will operate in the new subway. During off-peak hours the Evanston equipment can be operated around the loop as a shuttle service.

PROJECT COSTS

The recommended Central Area subway system is more extensive than that considered in the early stages of the study in 1965. At the outset it was believed that a simple subway loop could perform the Central Area passenger transportation and distribution functions. It was assumed that connections to the elevated lines serving the central business district would be short and relatively inexpensive. Construction cost estimates were based on 1964 prices. The estimate used in the application to the Department of Housing and Urban Development for the preliminary planning loan was $200 million, and was based on the above conditions and assumptions.

The estimated cost of a subway system similar in extent to that originally considered, but based on 1968 economic conditions, is approximately $278 million. A desirable extension northward from Chicago Avenue and Orleans Street to a connection with the north side elevated structure north of North Avenue will add about $35 million for a combined total of $313 million. While this extension will not be needed to make the system operable, it will be of importance to the improvement of the near north area as it will permit removal of the existing elevated structure. An additional $7 million is required to replace the Randolph Street bridge over the river. The present bridge is on wood piling that will interfere with subway construction.

As travel data were gathered and analyzed it became evident that a simple subway loop replacing the existing elevated, while greatly improving transit service, would not provide the service desired. To meet the goal of improved transportation in the Central Area a distribution system was added to the subway plan. The Distributor will handle intra-loop circulation, connect the core with the fast developing areas east, west and northeast of the loop and provide easy, efficient distribution for commuter and rapid transit passengers and others arriving in the Central Area.

The estimated cost of a Distributor between Circle Campus and the Prudential Building is $97 million. The complete Distributor, estimated to cost $152 million, will provide service to the near northeast and McCormick Place areas.

Estimated construction cost of the complete system including the conventional subway and Distributor Subway is $472 million based on probable 1969 economic conditions. Cars for the Distributor will cost approximately $6 million additional. Total cost in 1969 is expected to be $478 million. The length of the construction period will influence the final cost.

FINANCING

In considering various plans of financing it is assumed that the system will be constructed under provisions of the 1964 Federal Mass Transit Act in which two-thirds of the funds for project cost will be obtained from a Federal grant. The local matching one-third might be obtained in several different ways. These include special assessments against the benefited property; a special tax against property directly affected; general obligation bonds or a combination of these methods.

It is estimated that a minimum of five years will be required to complete the project. A period of from seven to ten years is more realistic. In computing costs related to construction timing, escalation should be figured at five percent per annum compounded. The effect of this escalation upon the total project cost is illustrated in Figure 2.

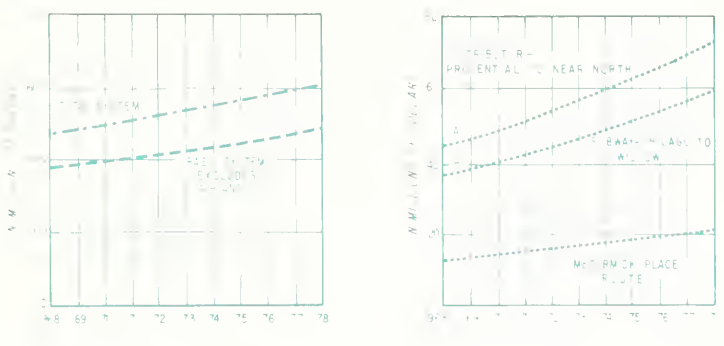


FIGURE 2
COST ESCALATION CHART
(5 PERCENT PER YEAR COMPOUNDED)

It will be noted from the chart on page five that based on current estimated construction cost (without cars) the total funding requirement may increase to approximately $600 million if the construction period is extended to 1978.

The local one-third share will be approximately $157 million before escalation and, assuming a nine-year construction period, might reach $200 million including escalation.

IMPLEMENTATION

The plan recommended includes the complete Subway-Distributor system and should be staged in accordance with the construction sequence shown on Figure 3. This schedule is based on expected availability of funds, construction capacity and minimal disruption of traffic and Central Area circulation.

As there is a question regarding the amount and continuity of Federal funds, changes in scope of the project and revisions in the sequence of construction may be necessary. In such an event phasing could be scheduled to provide a less extensive interim operating system that will still give valuable added passenger service within the Central Area.

ECONOMIC AND SOCIAL BENEFITS

It is estimated that as a result of the proposed transit improvements there will be an increase of at least $1.8 billion in the value of Central Area property by 1990. The recently announced guidelines for the Illinois Central air rights area indicate the possibility of a substantially greater increase. No figures on present total property value were developed, but the equalized assessed value was determined to be about $2.2 billion in 1966. The added value, therefore, is significant. A substantial portion of this increase can be directly attributed to the transit improvement. The tax revenue earned on this increased valuation will tend to offset the cost of the system.

If it were feasible to provide alternative forms of transportation improvements such as street widenings for greater traffic capacity and additional buses to maintain present service levels, Central Area property values might increase about $1.2 billion by 1990. While the type and cost of these alternatives are difficult to determine, they would likely be auto-oriented. The required acquisition and demolition of major buildings to add traffic lanes, and the cost of parking spaces would make such an alternative prohibitive.

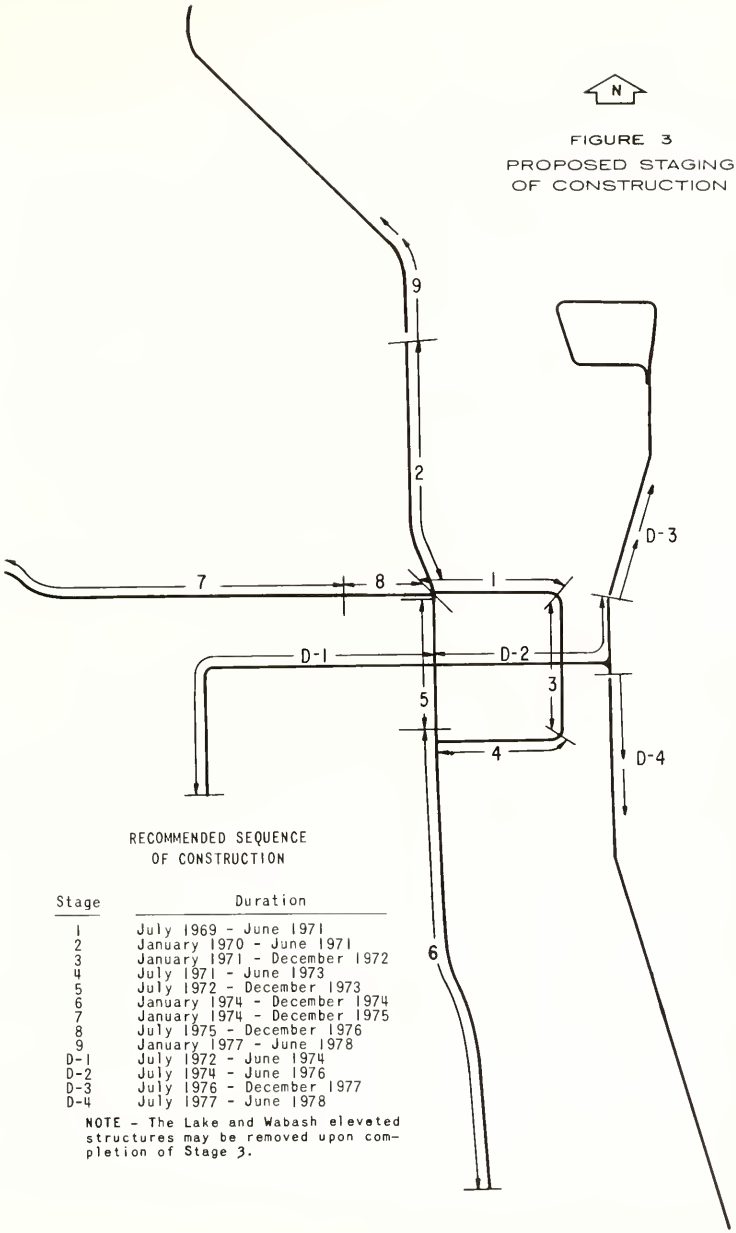


FIGURE 3
PROPOSED STAGING
OF CONSTRUCTION

RECOMMENDED SEQUENCE
OF CONSTRUCTION

Stage	Duration
1	July 1969 - June 1971
2	January 1970 - June 1971
3	January 1971 - December 1972
4	July 1971 - June 1973
5	July 1972 - December 1973
6	January 1974 - December 1974
7	January 1974 - December 1975
8	July 1975 - December 1976
9	January 1977 - June 1978
D-1	July 1972 - June 1974
D-2	July 1974 - June 1976
D-3	July 1976 - December 1977
D-4	July 1977 - June 1978

NOTE - The Lake and Wabash elevated structures may be removed upon completion of Stage 3.

Should no improvements be made, continued rapid transit operation over the present elevated structure would be a necessity. Substantial work would be required to keep this 70-year-old facility in operation. These costs alone might be in excess of $20 million.

The many social benefits to the Central Area are difficult to evaluate. The impact of convenient and attractive transportation for persons coming downtown for cultural and recreational functions as well as for business purposes will do much to stablize the area. The passageways and mezzanines will have a decided beneficial impact upon the esthetics and vitality of the area.

The architectural design envisioned for the transit improvement presents unlimited opportunities for new concepts in the design of new Central Area buildings. Plazas and building entrances, combined with mezzanines and passageways, could create greatly improved Central Area convenience and environment.

ESTIMATED PASSENGER USAGE

At present, 252,000 persons each weekday travel to destinations in the Central Area via rapid transit and commuter trains. Projections indicate that 332,000 persons will do so in 1975, and that 270,000 of these will use the present and proposed subway system including the Distributor. By 1990 these passenger volumes are expected to increase to 394,000 and 316,000 respectively. As these estimates consist only of travel to the Central Area, total travel including outbound passengers should be approximately twice these volumes. Estimated time saved daily by persons using the improved system for travel within the Central Area will be 15,000 man hours in 1975 and 25,000 man hours in 1990.

The Distributor alone is expected to serve 68,000 persons who enter the Central Area each day via rapid transit and 47,000 persons who enter via commuter trains for a total of 115,000 in 1975. In 1990 this total is expected to increase to 152,000. The total daily Distributor travel by passengers who transfer to or from commuter or rapid transit trains will be approximately twice these volumes.

Estimated passenger volumes on the Distributor will be increased by persons making secondary intra-Central Area trips, by users arriving on modes other than rapid transit or commuter trains, and by persons whose entire trip is within the Central Area. Field observations indicated that the amount of such intra-Central Area travel is large, but surveys needed to determine an accurate estimate were not considered justified.

The loop "L" will not be the first elevated railroad to disappear from the scene. Photo top left: view looking south along Market Street (Wacker Drive) extension. Top right shows same site after "L" has been taken down and street has been reconstructed as double-decked Wacker Drive. Other structures that have passed into history are New York's Third Avenue "L", lower left. Following its removal, there was a tremendous increase of high-rise commercial construction along Third Avenue, particularly in the mid-Manhattan area.

PURPOSE OF STUDY

The primary purpose of the transit planning study for Chicago's Central Area was to develop a plan to maximize the contribution that effective transit can make to the City's economic health. Optimal service is being sought both between outlying areas and downtown as well as within the Central Area. It is recognized that to attain these goals mobility must be improved for all persons working, shopping and conducting business in the Central Area as well as for those seeking its cultural and recreational attractions.

Methods are to be recommended for removing or alleviating adverse influences on the economic development of the Central Area. This covers those caused by inadequate transit service to certain parts of the area as well as those associated with the existing elevated loop.

Better delivery of persons to their destination--especially the trips of daily commuter and transit passengers--is deemed imperative.

Historically, transportation has been a principal element in the growth of Metropolitan Chicago. Chicago became the heart of the midwest because it was the hub of waterways, railroads and highways. Current population concentrations are directly attributable to the availability of good transportation. Adequate transportation will continue to be vital to the future growth and prosperity of the region.

In recent years, with increasing use of private automobiles, coupled with construction of expressways, the urban area has decentralized. Industries which once required sites near water or rail transportation may now locate on inexpensive land near highways. Outlying shopping areas with free parking lots attract customers from several miles in every direction.

This trend of decentralization in the Chicago area has been less acute than it might otherwise have been because of the availability of good mass transit. While decentralization has certain advantages, there are many economic, social and other planning reasons for retaining relatively high density of land use for a part of the commercial, entertainment and residential functions. It is believed that the Central Area should retain its high density of use.

In recent years, public transportation facilities and services in the Chicago area have been modernized and greatly improved.

The Chicago Transit Authority has extended rapid transit and bus services to many new areas. More than 99 percent of the city's population is now within walking distance of one or more bus or rapid transit lines. Nevertheless, further substantial investments in transit facilities will be necessary if Chicago and its Central Area is to retain a dominant position as the major urban center in the midwest.

Within a year of the advent of the Chicago Transit Authority's era of consolidated operation in 1947, rapid transit patronage leveled off. In recent years it began a slow but steady rise. The number of fares collected on rapid transit lines totaled about 119,000,000 in 1967 as compared with 110,000,000 in 1959. This upward trend in the face of declining use of surface transit nationwide shows that people will patronize fast, convenient rapid transit service. The outstanding success of CTA's "Skokie Swift" line also illustrates public acceptance of fast, convenient mass transit.

NEED OF IMPROVEMENT

The continuing and growing need for mass transit is indicated by the following factors:

One segment of the population will always patronize mass transit because of personal preference or necessity. Use of public transportation, for example, is sometimes the alternative to purchasing a second family car. Economic or physical conditions may frequently prevent persons from driving; hence, they must find jobs in places served by transit lines. Others now using automobiles would use public transportation if comfort and convenience were more nearly comparable. Another important advantage of reliable transit service is its availability during emergency and bad weather conditions.

Chicago's planning policies have stressed economical use of land. With its efficient use of street space, mass transit furthers these policies. Thus a strengthened and expanded public transportation system is consonant with the planning goals of the city.

Recent studies indicate that Chicago's central business district and contiguous areas will continue their intensive development through the foreseeable future. This vitality is proven by the approximately one billion dollars of new public and private construction since 1958. Over 20 mil-

tion square feet of non-residential floor space has been added. Extensive new private and public developments are continuing to be announced, some of them contingent on improved transit.

The importance of mass transit to the Central Area is illustrated by the fact that more than 80 percent of the people entering that area during the morning peak come by public transport services. During the peak hour approximately 60 percent of the total daily commuter passengers, and 30 percent of the rapid transit passengers enter. More than 85 percent of all persons in the district at the moment of maximum accumulation (about 12:30 p. m.) have arrived by public transportation.

It is imperative that continuation of this major reliance on public transport be assured as the number of people entering the Central Area increases. Otherwise there would be a demand for additional expressways and parking facilities, construction of which is precluded by their high cost and the shortage of land.

SCOPE OF STUDY PROGRAM

Chicago's central business district is defined as that area bounded on the north and west by the Chicago River, Congress Street on the south, and Lake Michigan on the east. However, concentrated activity extends over a larger area. The statistical analyses for this study, therefore, cover an area bounded by Chicago Avenue on the north, Roosevelt Road on the south, Halsted Street on the west, and Lake Michigan on the east. The impact of the Central Area activity covers even a broader area and the proposed system extends to North Avenue on the north, Ashland Avenue on the west and Stevenson Expressway on the south. (This was considered to be too large an area to study in detail.)

The transit plan for the Central Area proposed herein embodies four principles aimed toward reinforcing the vitality of Chicago's core area as the center for employment, education and culture.

1. Adequate distribution of passengers with all-weather connections to commuter railroad stations and other traffic generators.

2. Expansion of transit service to present and planned centers of activity such as the University of Illinois--Chicago Circle Campus, the Gateway Area, railroad stations, Illinois Central Air Rights Development, Wolf Point, the Near North Side, the cultural and

recreational area to the south along the lakeshore, and the McCormick Place complex.

3. Reduction of the volume of vehicular traffic in the Central Area not only by promoting greater use of transit, but also by encouraging the use of fringe parking facilities for those who continue to drive.

4. Removal of the existing Loop elevated structure.

This study was designed to identify, investigate, and evaluate various specific means of accomplishing the transportation goals for the Central Area through improving existing transit services or establishing new ones. Such evaluation included consideration of both the benefits and the costs of carrying out various alternative transit improvements. Means of implementing the goals and their economic feasibility were explored. After determining what was considered to be the optimum system, design specifications for carrying out the improvements were developed. These included routing and station locations as well as engineering and architectural concepts and staging. Finally, alternate methods for financing the proposed transit improvements are outlined.

Transit facilities serving Chicago's Central Area are closely interrelated with other factors likely to affect the area. These include private economic developments, potential urban renewal projects, and basic policies of governmental agencies. The study takes into account the effect of changes in transit facilities on these and other related forces in the Area as well as the impact of these forces on present and future transit needs. Moreover, the study was coordinated with other studies and reports relating to the Community Renewal Program, the Comprehensive Plan, and the Capital Improvements Program.

Background Analyses

Specific analyses in the study were designed to obtain information on current conditions, on-going trends, and likely future developments in the Central Area relevant to transit needs and capabilities. For example, an economic analysis was made of future land uses which included specification of boundaries of the area for purposes of study. A review was made of major economic and land-use trends likely to affect future transit needs. Probable developments in areas peripheral to the Core Area were also investigated. Consideration was given as to how such trends and developments would be influenced by improvements and extension in transit facilities.

An inventory was made of present transit service and facilities and consideration was given to their relationship to the rest of the city and to the metropolitan area. Transit plans which have already been proposed were identified. These included future extensions and other changes in mass transit and commuter services and facilities. The possible effects of such plans on the Central Area were fully considered.

An analysis was made of the origin and destination of railroad commuters, transit patrons, and motorists traveling to and from the Central Area.

Studies of travel characteristics were undertaken of the daily working population. These studies concerned the number of workers, types of occupation, and means of transportation used.

In addition to other engineering considerations, available soil boring data were assembled and evaluated, and additional sub-surface investigations were conducted.

Selection of Major Alternative Programs

Criteria were formulated for evaluating alternative transit proposals. These criteria included speed and frequency of service; improvement of service between railroad stations and downtown destinations for railroad commuters; and total costs related to such new facilities. Full attention was given to the time required for construction; to displacement or disruption of existing transit facilities and of land uses during construction and after completion; to stimulation of economic growth; and to probable net effects on downtown land values.

A wide range of transit improvements were formulated in general terms. These included such elements as construction of new rapid transit subways, elimination of existing elevated transit structures in and serving the Central Area, and construction of additional pedestrian circulation networks, such as sub-surface passageways and moving sidewalks. One of the alternatives studied was the retention of existing transit facilities with modifications. These systems were then evaluated in terms of the foregoing criteria of desirability.

A limited number of transit programs were then selected for more detailed analyses. The selection was made by eliminating those alternatives deemed to be least desirable on the basis of preliminary study.

Evaluation of Major Alternatives and Selection of the Optimal Program

As the final step, a comparative study was made of the engineering feasibility of the major plans still under consideration, and preliminary cost estimates were prepared for these alternatives. Economic analyses were undertaken of the impact of each on Central Area property values. Total benefits, and costs of each major alternative as revealed by the preceding analyses were then evaluated and a summary prepared. As a final step, a transit plan was selected which is adequate for future needs as well as being financially feasible.

Development Plans for the Optimal System

Preliminary plans and engineering specifications for physical design, layout, and station locations were prepared. Alternate plans for financing the recommended system were then suggested.

STUDY ASSIGNMENTS

The Study was conducted under direction of the Commissioner of the Department of Development and Planning, City of Chicago, and was organized in accordance with the following organization chart Figure 4.

All basic items of needed information were listed in sequence so that orderly work assignments could be made. The work sequence diagram Figure 5 shows these items in the order studied.

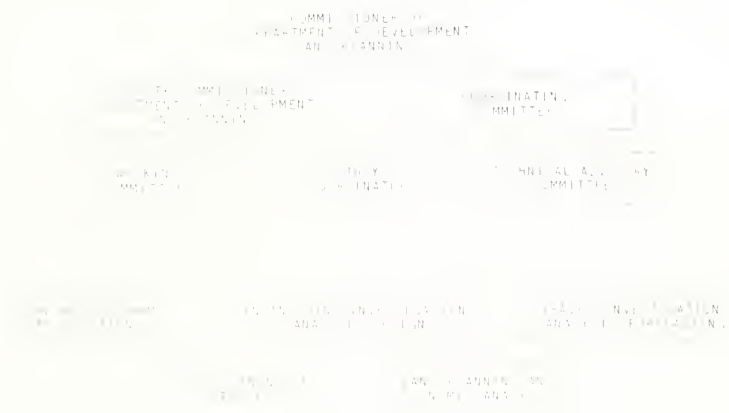


FIGURE 4
PROJECT ORGANIZATION

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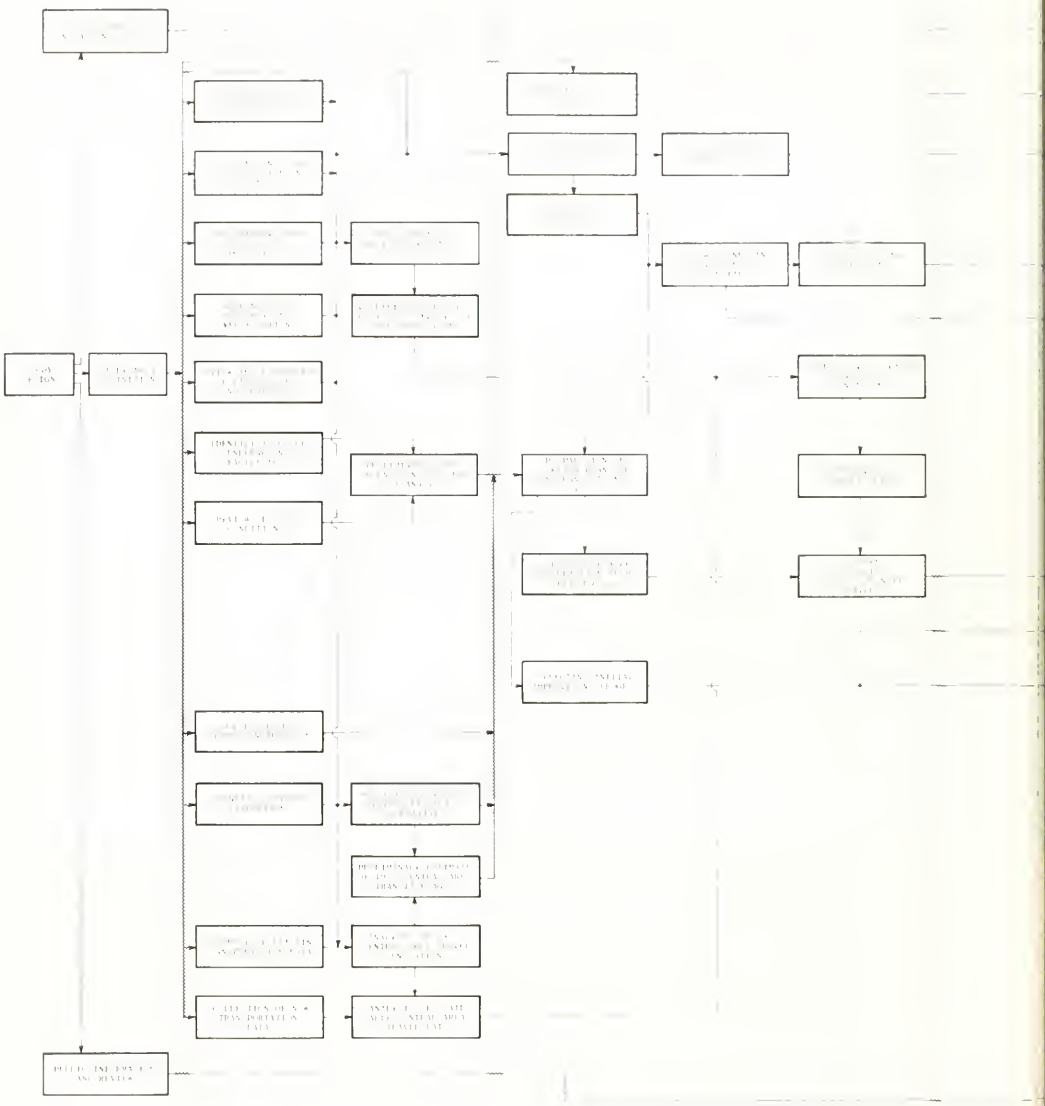
FURNITURE
Dorka

Station Concourse–Wabash Avenue



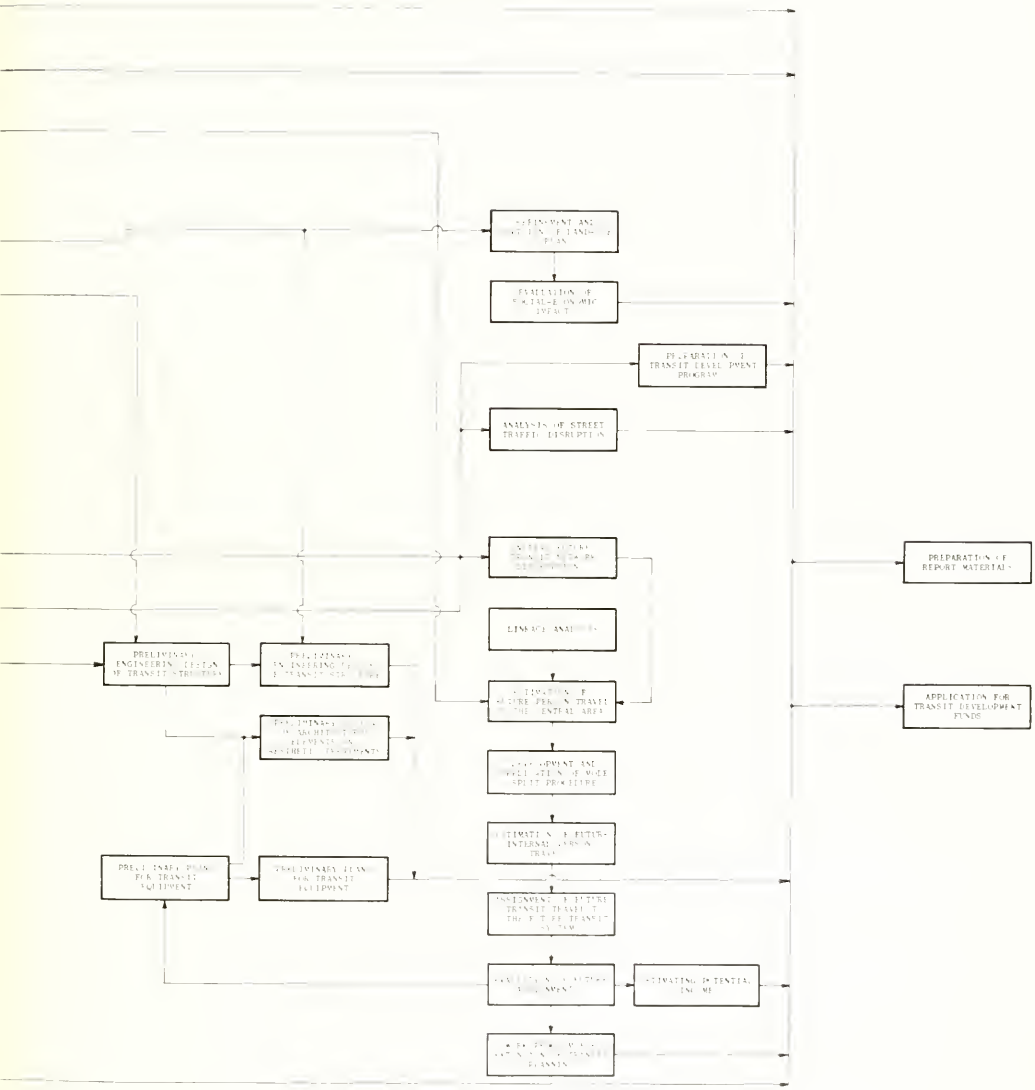
STUDY ORGANIZATION

INVENTORIES AND PRELIMINARY ANALYSIS

PRELIMINARY PLAN SELECTION AND TESTING

FIGURE 5

WORK SEQUENCE DIAGRAM


PREPARATION OF REPORT MATERIALS
APPLICATION FOR TRANSIT DEVELOPMENT FUNDS
PRELIMINARY ENGINEERING DESIGN OF TRANSIT STRUCTURES
PRELIMINARY ENGINEERING DESIGN OF TRANSIT SITE PLANS
PRELIMINARY DESIGN OF ARCHITECTURAL TREATMENT OF TRANSIT STRUCTURES
PRELIMINARY PLANS FOR TRANSIT EQUIPMENT
PRELIMINARY PLANS FOR TRANSIT EQUIPMENT

FINAL TESTING ANALYSIS AND DESIGN

PARTICIPANTS IN STUDY

Public Agencies... City of Chicago

Department of Public Works
Department of Streets and Sanitation
Department of Development and Planning

Chicago Transit Authority

Chicago Area Transportation Study

Consultants... De Leuw, Cather & Company

Loebl Schlossman Bennett & Dart

Barton-Aschman Associates, Inc.

Real Estate Research Corporation

Paul D. Speer & Associates, Inc.

Cooperating... Chicago, Burlington & Quincy Railroad Company

Illinois Central Railroad Company

Chicago Milwaukee St. Paul and Pacific

Chicago and North Western Railway Company

Chicago, Rock Island and Pacific Railroad Company

Chicago, South Shore & South Bend Railroad Company

WORK ASSIGNMENTS TO STUDY PARTICIPANTS

Study Administrator and Chairman Coordinating Committee...

Lewis W. Hill*
Commissioner, Department of Development and Planning, City of Chicago

Engineering...

Milton Pikarsky
Commissioner, Department of Public Works, City of Chicago

Transit...

George L. DeMent
Chairman, Chicago Transit Authority

Traffic...

James V. Fitzpatrick
Commissioner, Department of Streets and Sanitation

Travel Projections...

Virden E. Staff
Chairman, Chicago Area Transportation Study Policy Committee

Study Director...

W. R. Marston
Deputy Commissioner, Department of Development and Planning, City of Chicago

Study Coordinator...

Roy H. Anderson
Vice President, De Leuw, Cather & Company

*--Succeeded John G. Duba, previous Commissioner

ASSIGNMENTS - CONSULTANTS

Engineering Studies . . . De Leuw, Cather & Company, Consulting Engineers
- Review and Evaluation of Past Studies and Proposals
- Analysis of Above Grade Construction
- Transit Equipment Evaluation
- Preliminary Underground Construction Cost
- Preliminary Transit System Analysis
- Preliminary Engineering Design of Transit Structure
- Preparation Transit Development Program and Reports
- Cost Estimates

Architectural Studies. . Loebl Schlossman Bennett & Dart
- Station and Architectural Concepts

Economic Studies. . . . . Real Estate Research Corporation
- Employment Data
- Building and Land Use
- Area Growth Potentials
- Land Use Development
- Employment and Population
- Long Range Growth Projection
- Evaluation of Social and Economic Impact

Travel Surveys. . . . . Barton-Aschman and Associates, Inc.
- Assembly and Analysis of Existing Data
- Collection of New Transportation Data
- Analysis of 1975 Travel Generation

Financial Studies. . . . . Paul D. Speer & Associates
- Financial Studies

ASSIGNMENTS - PUBLIC AGENCIES

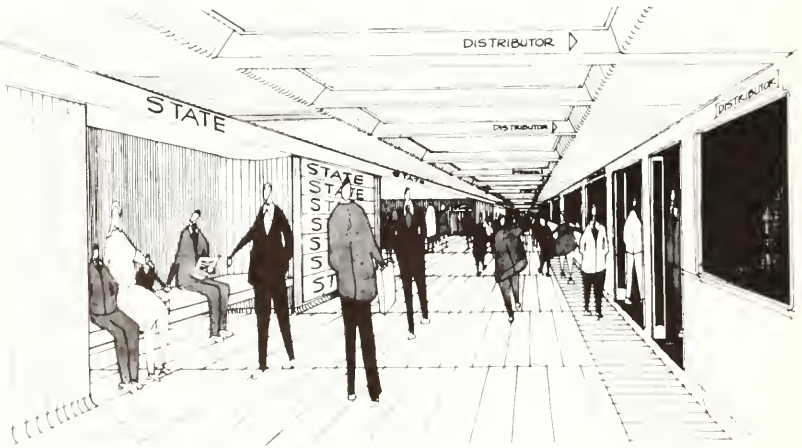
Department of Public Works--Bureau of Engineering
- Participation in Total Study
- Identification of Underground Facilities
- Collection of Soils Data
- Building Foundation Survey
- Right of Way Cost Estimates

Department of Streets and Sanitation--Bureau of Street Traffic
- Participation in Study
- Collection of New Travel Data

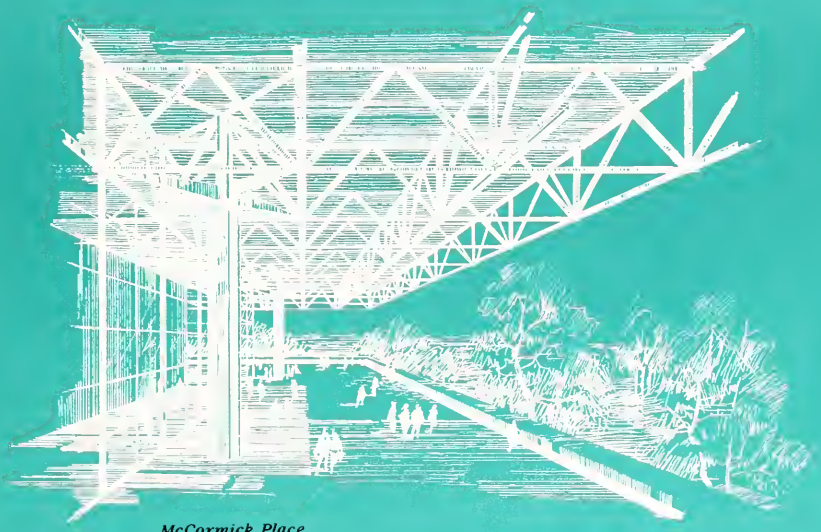
Chicago Transit Authority
- Participation in Total Study
- Collection of New Data
- Power and Signal Design
- Rapid Transit Operating Plans

Chicago Area Transportation Study
- Transit Network Description
- Assignment of Future Travel to Transit System

Typical Subway Kiosk



Station Platform Distributor System



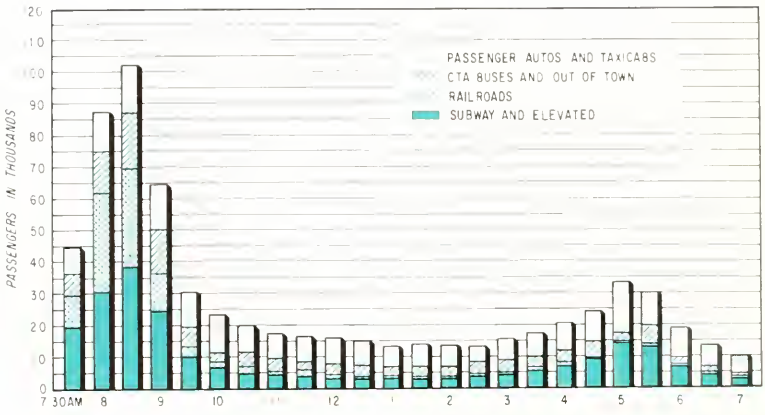
McCormick Place

APPENDIX

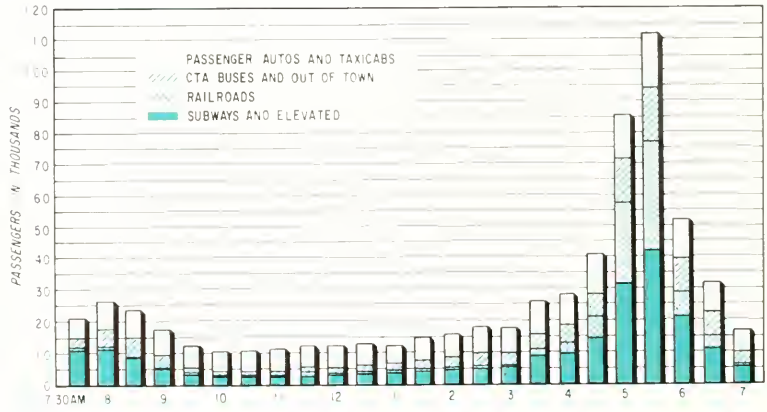
PASSENGERS ENTERING AND LEAVING THE CBD

TYPICAL WEEKDAY

BY MODE OF TRAVEL



ENTERING



LEAVING

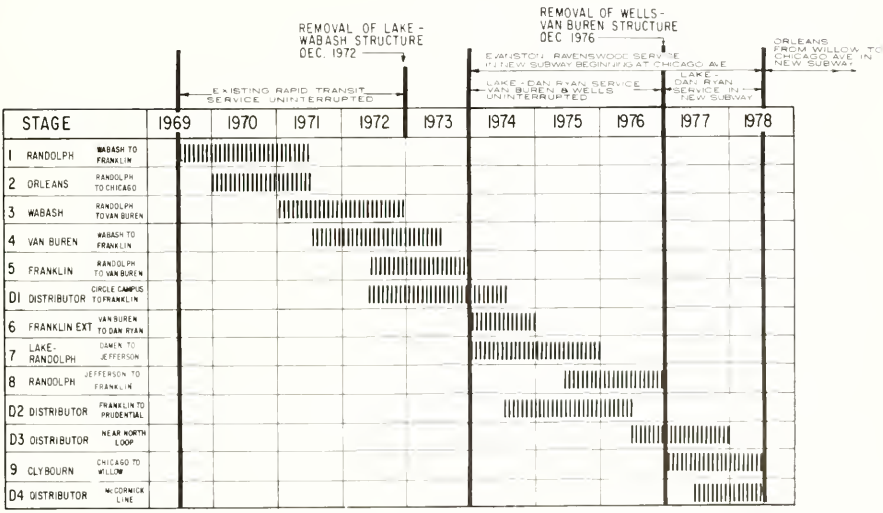
PRELIMINARY COST ESTIMATE SUMMARY

Subway System

Stage	Route	Amount ($1,000's)
1	Randolph CBD	48,687
2	Evanston-Ravenswood, Randolph to Chicago	33,153
3	Wabash CBD, including support of "L"	38,396
4	Van Buren CBD (cut and cover construction)	42,917
5	Franklin CBD	23,007
6	Franklin Extension, Van Buren to Cermak	18,105
7	Lake-Randolph, Damen to Jefferson	50,607
8	Randolph, Jefferson to Franklin	29,796
9	Evanston-Ravenswood, Chicago to Willow	35,145
	Total Subway System	319,813

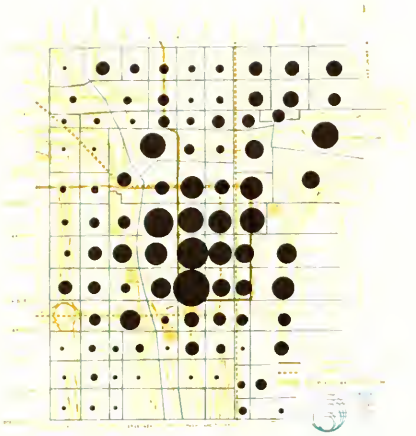
Distributor

D-1	Circle Campus to Franklin	53,426
D-2	Franklin to Prudential Station	43,293
D-3	North of Prudential Station	42,969
D-4	McCormick Line	12,010
	Total Distributor	151,698

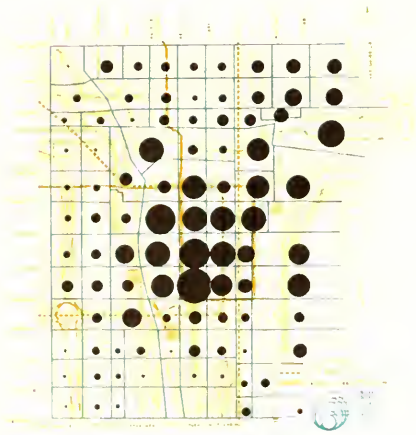

REMOVAL OF LAKE - WABASH STRUCTURE DEC. 1972
REMOVAL OF WELLS - VAN BUREN STRUCTURE DEC. 1976
EXISTING RAPID TRANSIT SERVICE UNINTERRUPTED
EVANSTON, RAVENSWOOD SERVICE TO NEW SUBWAY BEGINNING AT CHICAGO AVE.
LAKE - DAN RYAN SERVICE VAN BUREN & WELLS UNINTERRUPTED
LAKE - DAN RYAN SERVICE IN NEW SUBWAY
ORLEANS FROM WILLOW TO CHICAGO AVE IN NEW SUBWAY
STAGE
1969
1970
1971
1972
1973
1974
1975
1976
1977
1978
1 RANDOLPH WABASH TO FRANKLIN
2 ORLEANS RANDOLPH TO CHICAGO
3 WABASH RANDOLPH TO VAN BUREN
4 VAN BUREN WABASH TO FRANKLIN
5 FRANKLIN RANDOLPH TO VAN BUREN
D1 DISTRIBUTOR CIRCLE CAMPUS TO FRANKLIN
6 FRANKLIN EXT VAN BUREN TO DAN RYAN
7 LAKE-RANDOLPH DAMEN TO JEFFERSON
8 RANDOLPH JEFFERSON TO FRANKLIN
D2 DISTRIBUTOR FRANKLIN TO PRUDENTIAL
D3 DISTRIBUTOR NEAR NORTH LOOP
9 CLYBOURN CHICAGO TO WILLOW
D4 DISTRIBUTOR McCORMICK LINE

CONSTRUCTION STAGING SCHEDULE

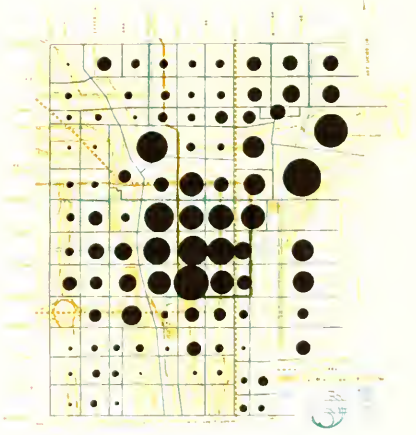
ESTIMATED GROWTH OF
EMPLOYMENT BY AREAS



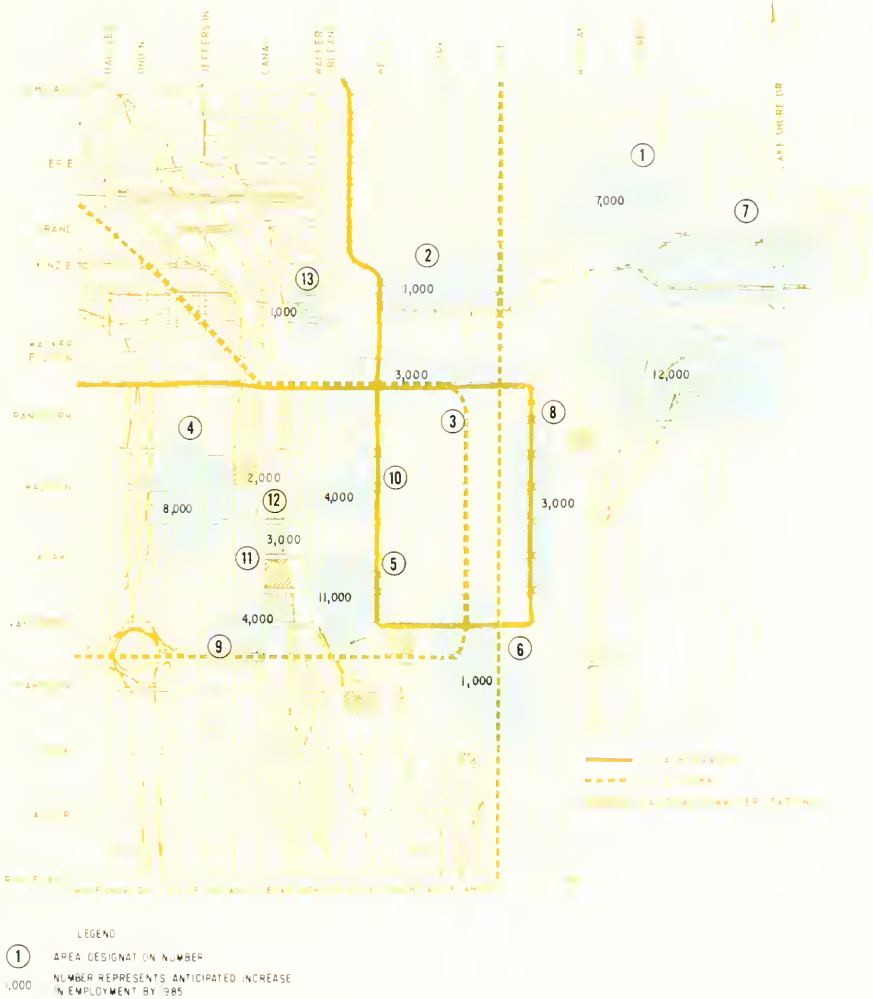
PRESENT 1967



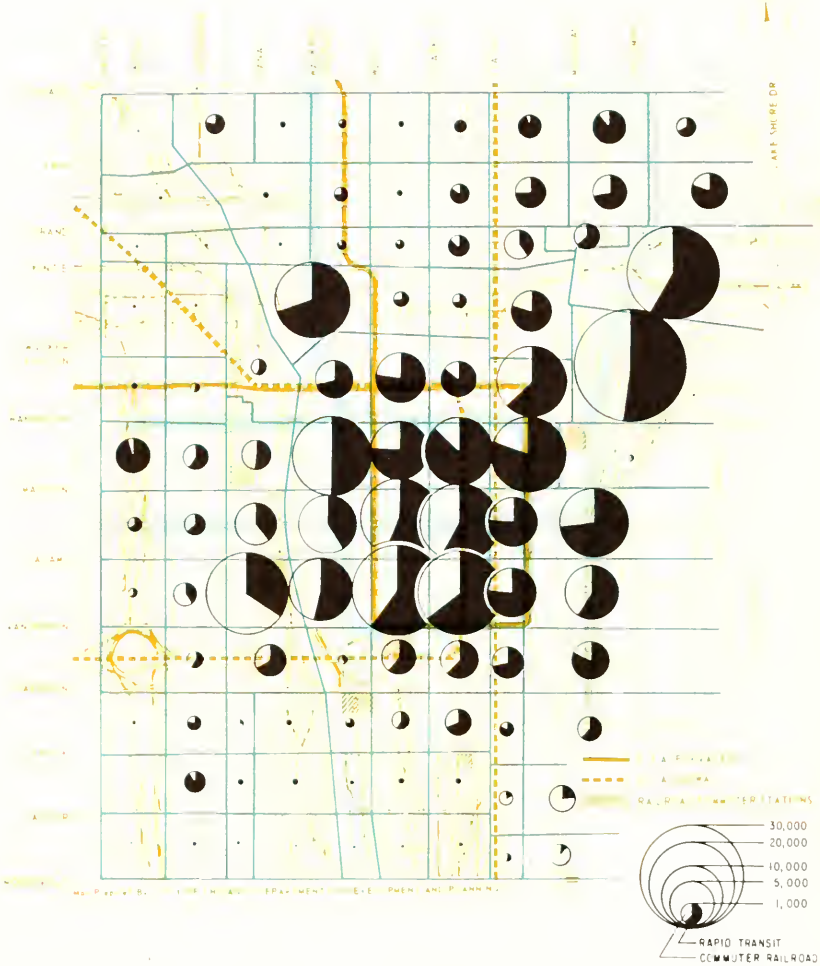
ESTIMATED 1975



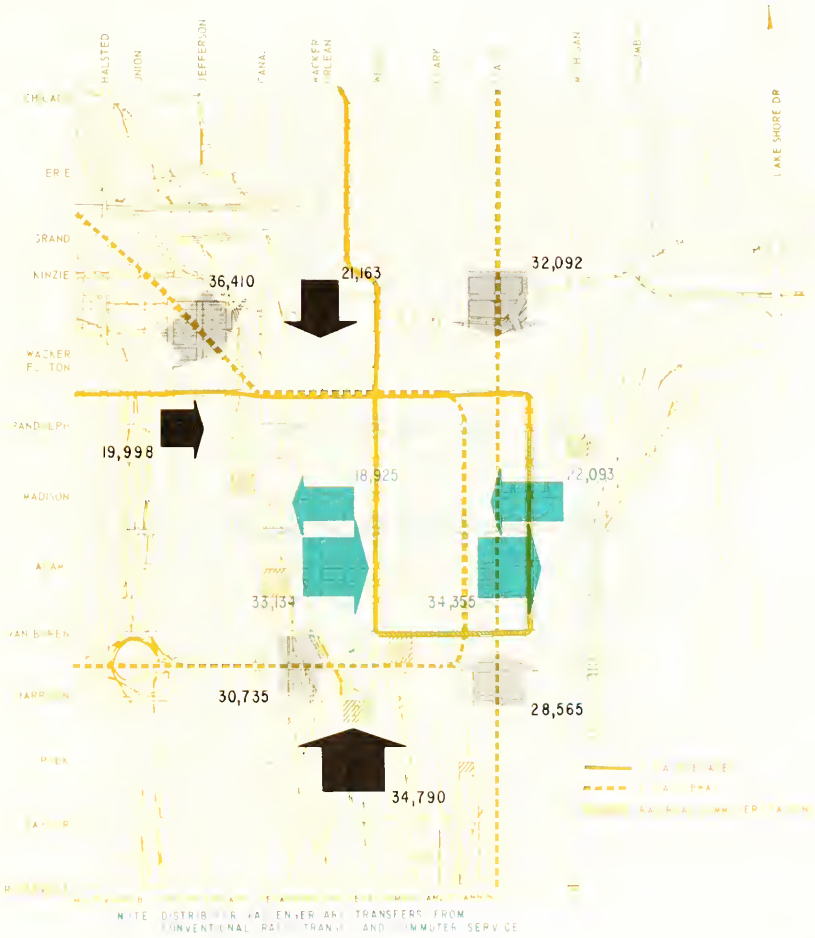
ESTIMATED 1990



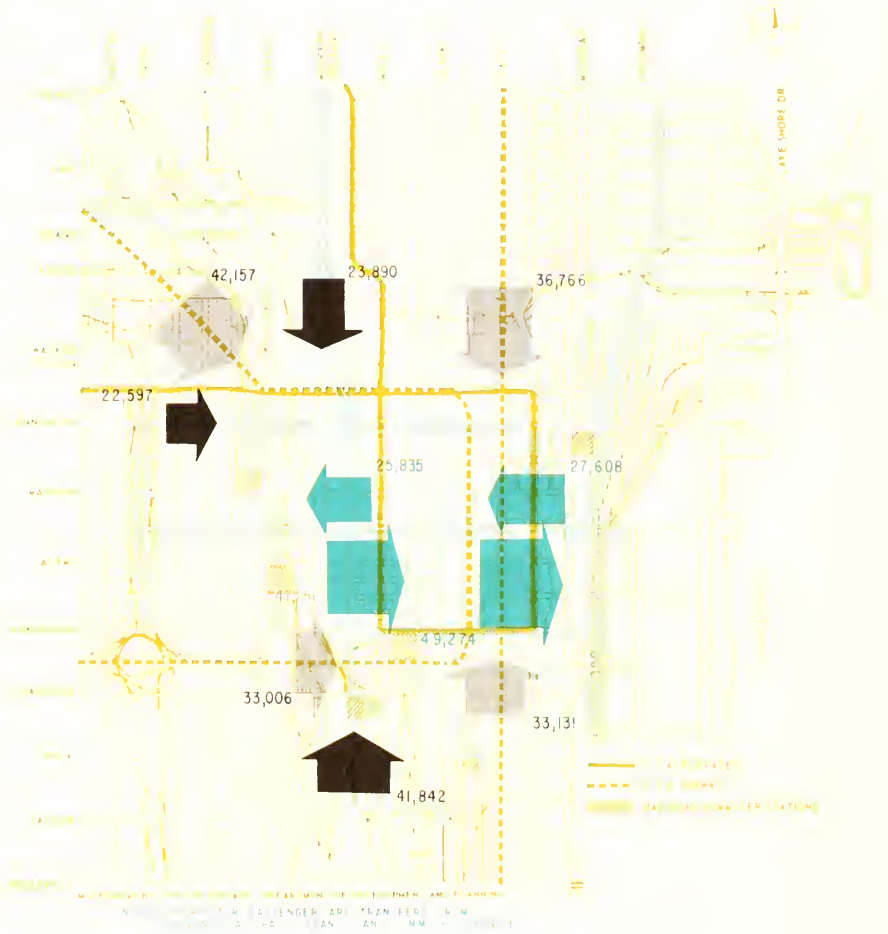
GENERAL AREAS OF GREATEST GROWTH POTENTIAL IN CHICAGO CENTRAL AREA



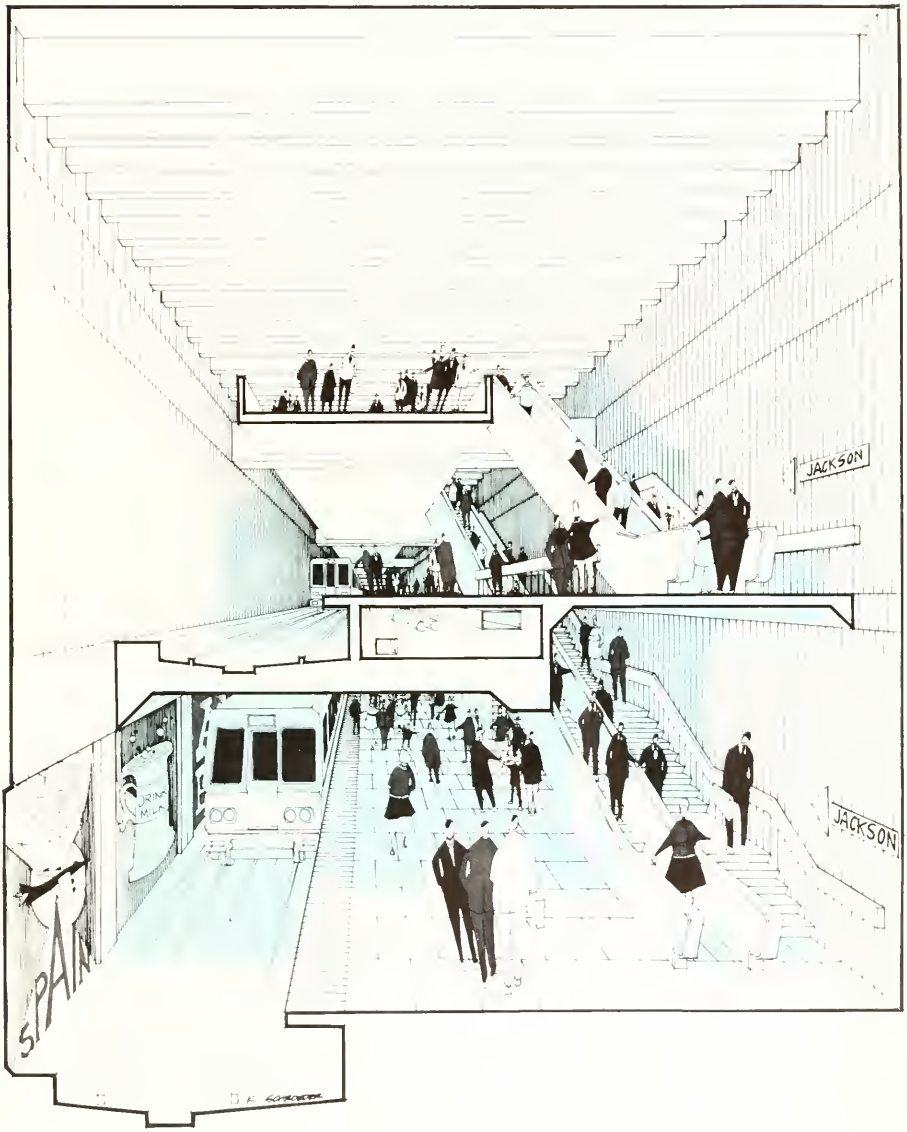
COMBINED RAPID TRANSIT AND COMMUTER RAILROAD
TRIPS DESTINATIONS BY ZONES
1990



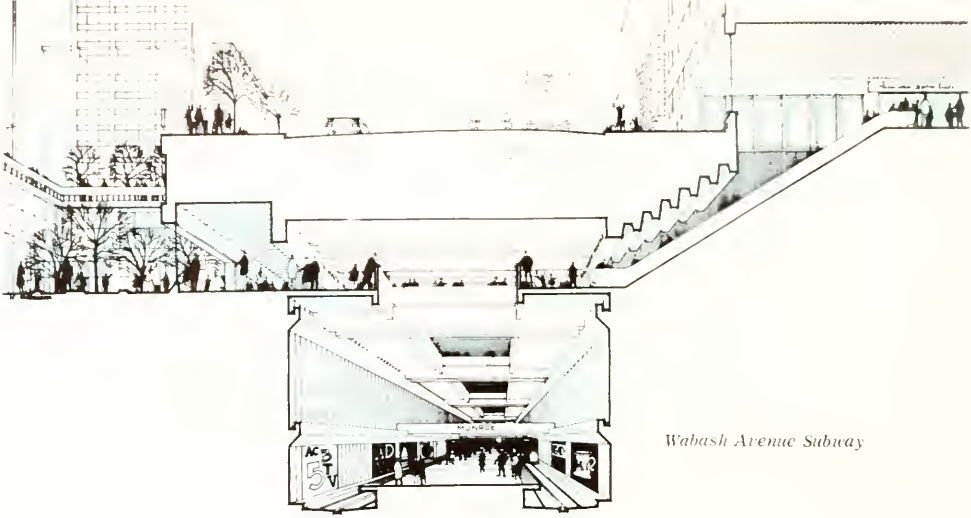
ESTIMATED USE OF CENTRAL AREA SUBWAY
DISTRIBUTOR BY INBOUND PASSENGERS
1975



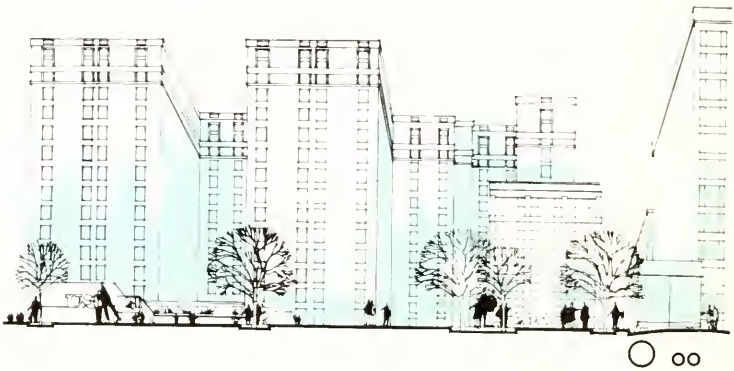
ESTIMATED USE OF CENTRAL AREA SUBWAY
DISTRIBUTOR BY INBOUND PASSENGERS
1990

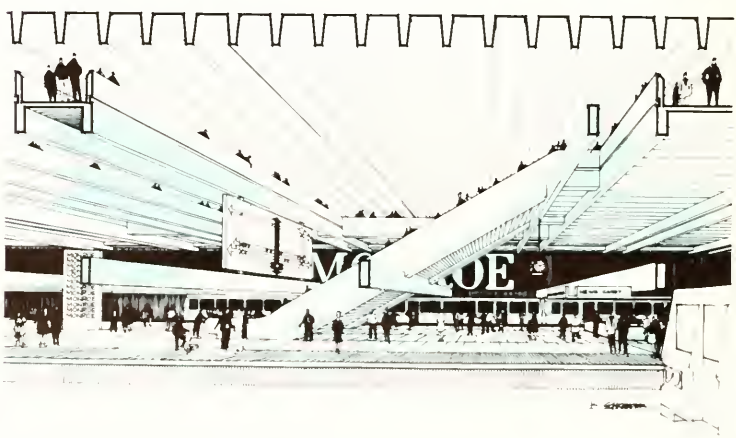


Franklin Street Subway

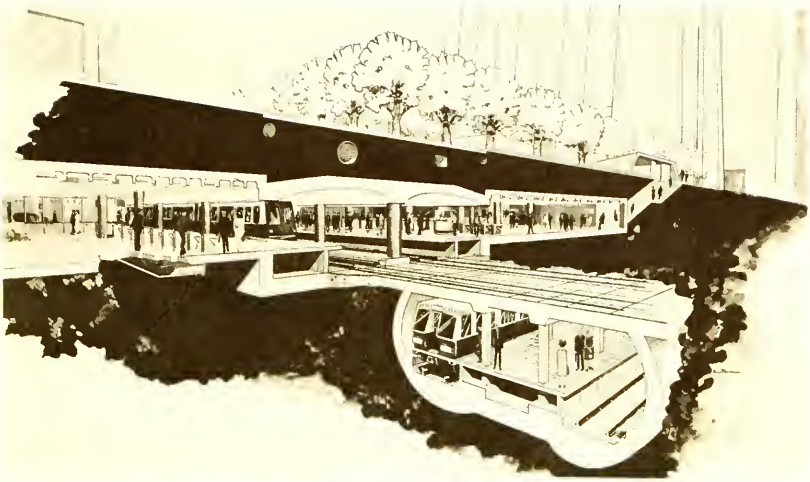


Wabash Avenue Subway

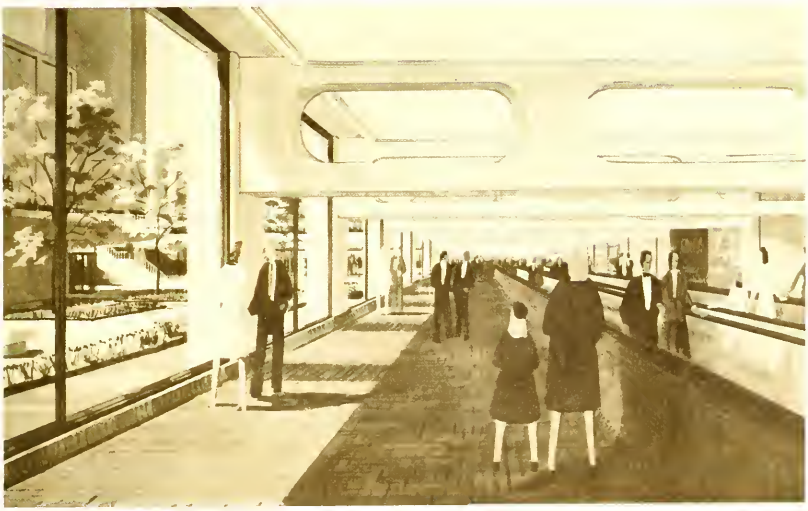




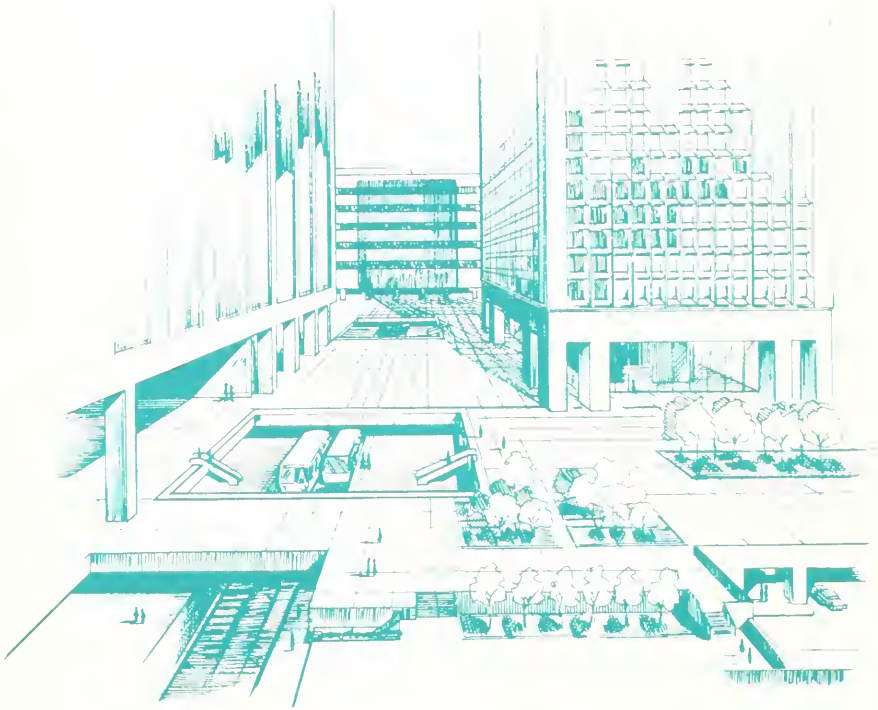
Subway Station - Wabash Avenue



Monroe Street Distributor - Dearborn Street Station



Typical Pedestrianway under Canal Street



Monroe Distributor at Madison-Canal

BOUND BY
HNM